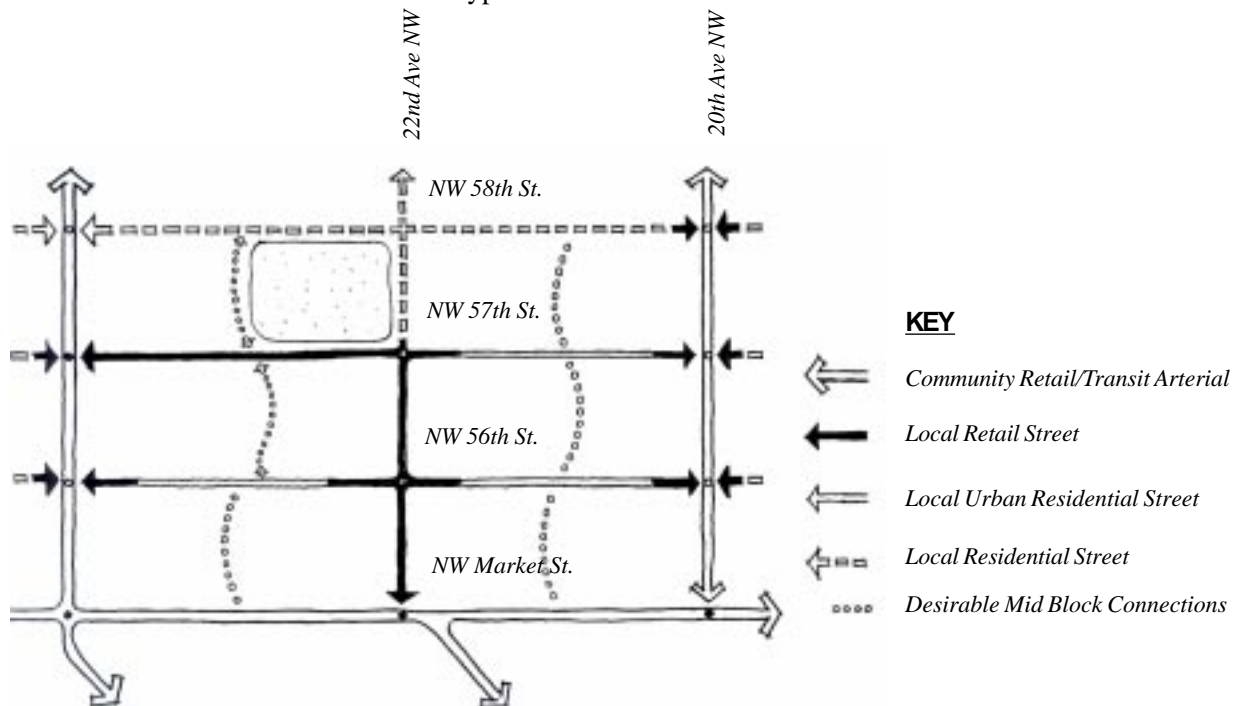


## Streets

### Concept

This plan should encourage maximum use of the public street right-of-way by implementing a new, consistent, unique, and safe pedestrian-friendly streetscape design throughout the plan area. Although general design continuity is encouraged, implementation should be flexible and recognize that the streets in the plan support four distinct types of uses.



### Implementation

Improvements will be primarily funded by new adjacent public and private developments. Existing city capital improvement and maintenance allocations (Seatran & DON grants), or special state, federal or private grants should provide additional funding. The Department of Neighborhoods or local civic organization should establish a street furniture gift/sponsor program. Incremental development and hence implementation of the plan is anticipated. Improvements must be implemented in half block or 200 feet (whichever is less) minimum sections of street frontage. Where developments less than a half block or 200' (whichever is less) of street frontage are proposed, the city should develop a process for completing the remaining sections that is equitable to all property owners.

## **Existing Conditions**

This plan proposes significant street improvements to an area with existing streets, curbs, sidewalks, landscaping and utilities. Although these existing conditions have been considered and incorporated where possible, this plan is aimed specifically at avoiding piecemeal development. Consequently, relocating major infrastructure elements is recognized as an essential requirement of the plan. A balanced approach to sharing this cost between the public and private development is an important objective of the plan.

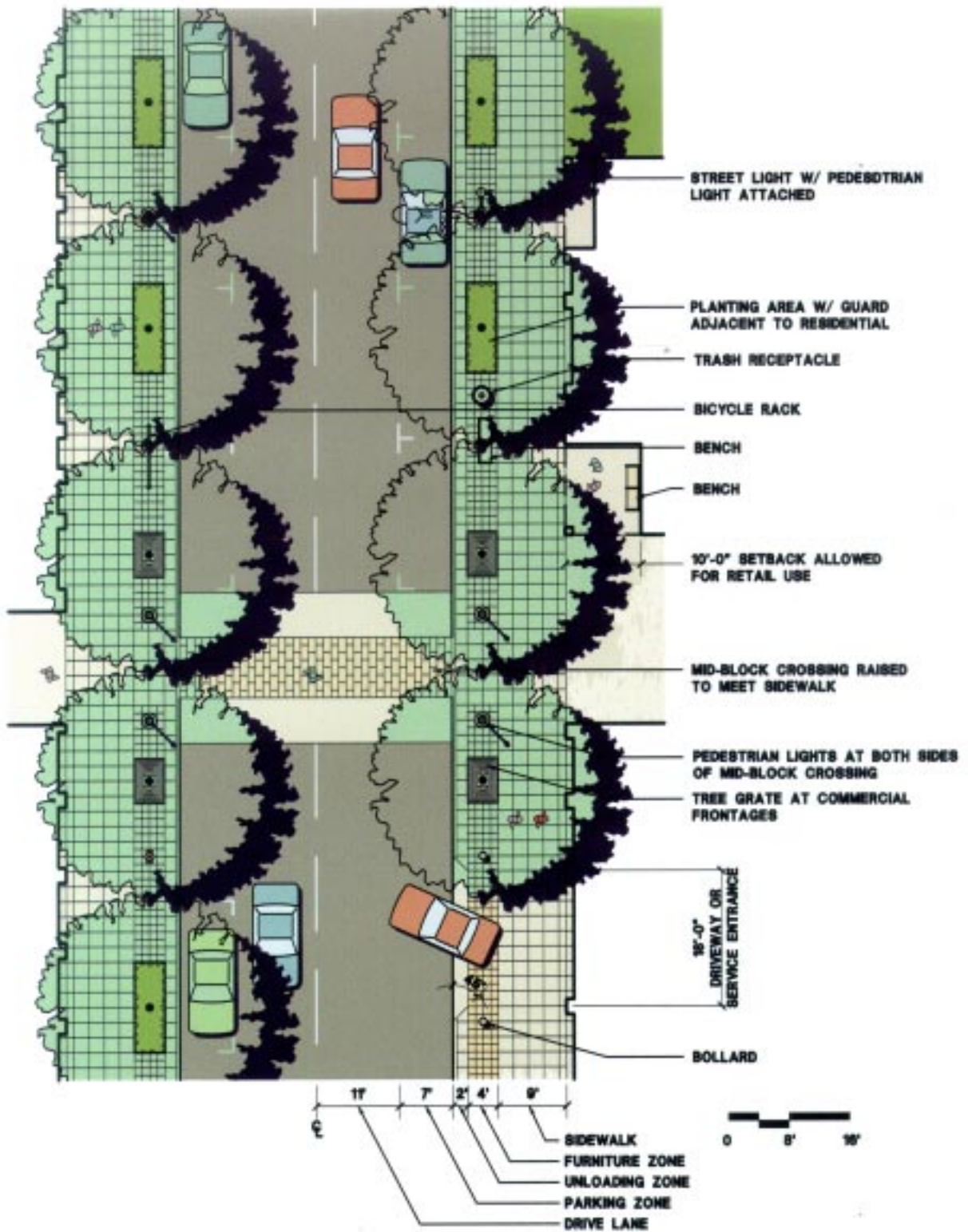
### **Existing street trees and planting**

Both mature and immature street trees and landscaping exist in the plan area. Generally these trees are not in the location that allows for the most efficient use of the street. Where possible existing street trees should be relocated to the new location per the street framework plan. Mature trees should be considered for replacement and newer trees should be evaluated for general health.

A significant number of mature Linden trees exist on NW 57th St. between 20th Avenue NW and 24th Avenue NW. Lindens are generally not good street trees since they drop sticky ‘sooty-mold’ on cars and street furniture. The plan strongly encourages replacing Lindens with the plan street tree adjacent new development as it occurs.

### **Existing utilities**

Extensive underground and surface utilities exist in the plan area. Based upon preliminary analysis, the underground utilities generally accommodate the new proposed street geometry. The extensive surface utilities however, restrict both the street tree size and adjacent development options that will contribute to making the area more pedestrian oriented. Potential City Light required setbacks are in addition to code requirements and may be in conflict with the desired building /street relationship. Relocating all surface utilities underground should be a high priority of the plan. New locations should be coordinated with other utilities and generally located under either the roadway or paved sidewalk areas and not within the planting strip. Property owners and/or developers could sponsor the undergrounding of utilities as a City Light ‘Neighborhood Power Project’ and participate in Seattle Public Utilities ‘Adopt-a-street’ program for the entire plan area. New SPU projects should be carefully integrated in this plan. New storm water capital improvement projects should be coordinated with implementation of



*This partial street plan illustrates a typical built-out condition for a mid block section of one of the east-west streets.*